

MD 24 IS ASSUMED TO RUN
IN A NORTH/SOUTH DIRECTION

PROPOSED SIGNS

5
LANE
ENDS
MERGE
LEFT
W9-2(4)
(30"X42")

PROPOSED LED SIGNALS

1-4
R
Y
G
12"

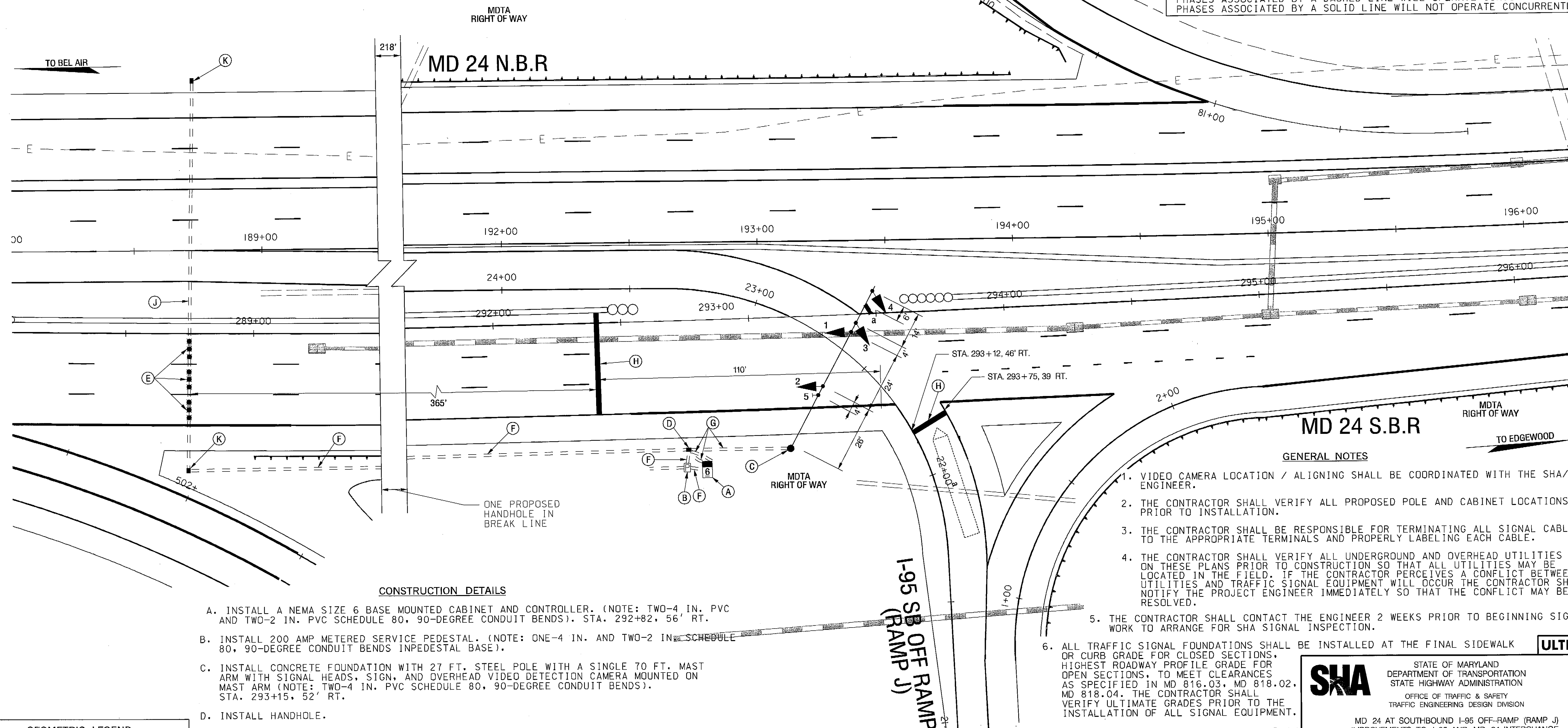
PROPOSED VIDEO
DETECTION CAMERA

VIDEO DETECTION
ZONE

NEMA PHASING

04
06
FLASHING
OPERATION

NOTE:
PHASES ASSOCIATED BY A DASHED LINE WILL OPERATE CONCURRENTLY.
PHASES ASSOCIATED BY A SOLID LINE WILL NOT OPERATE CONCURRENTLY.



CONSTRUCTION DETAILS

- INSTALL A NEMA SIZE 6 BASE MOUNTED CABINET AND CONTROLLER. (NOTE: TWO-4 IN. PVC AND TWO-2 IN. PVC SCHEDULE 80, 90-DEGREE CONDUIT BENDS). STA. 292+82, 56' RT.
- INSTALL 200 AMP METERED SERVICE PEDESTAL. (NOTE: ONE-4 IN. AND TWO-2 IN. SCHEDULE 80, 90-DEGREE CONDUIT BENDS INPEDESTAL BASE).
- INSTALL CONCRETE FOUNDATION WITH 27 FT. STEEL POLE WITH A SINGLE 70 FT. MAST ARM WITH SIGNAL HEADS, SIGN, AND OVERHEAD VIDEO DETECTION CAMERA MOUNTED ON MAST ARM (NOTE: TWO-4 IN. PVC SCHEDULE 80, 90-DEGREE CONDUIT BENDS). STA. 293+15, 52' RT.
- INSTALL HANDHOLE.
- INSTALL NON-INVASIVE PROBES WITH 500 FT. LEAD-IN CABLE.
- INSTALL 2 IN. PVC SCHEDULE 80 ELECTRICAL CONDUIT - TRENCHED.
- INSTALL 4 IN. PVC SCHEDULE 80 ELECTRICAL CONDUIT - TRENCHED.
- INSTALL 24 IN. HEAT APPLIED, WHITE PERMANENT PREFORMED THERMOPLASTIC PAVEMENT MARKING FOR STOP LINE.
- INSTALL 3 IN. PVC SCHEDULE 80 ELECTRICAL CONDUIT - BORED.
- INSTALL HANDHOLE WITH LONGER DIMENSION PERPENDICULAR TO THE TRAVEL WAY FOR INSTALLATION OF NON-INVASIVE PROBES.

GENERAL NOTES

- VIDEO CAMERA LOCATION / ALIGNING SHALL BE COORDINATED WITH THE SHA/OOTS ENGINEER.
- THE CONTRACTOR SHALL VERIFY ALL PROPOSED POLE AND CABINET LOCATIONS PRIOR TO INSTALLATION.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR TERMINATING ALL SIGNAL CABLES TO THE APPROPRIATE TERMINALS AND PROPERLY LABELING EACH CABLE.
- THE CONTRACTOR SHALL VERIFY ALL UNDERGROUND AND OVERHEAD UTILITIES SHOWN ON THESE PLANS PRIOR TO CONSTRUCTION SO THAT ALL UTILITIES MAY BE LOCATED IN THE FIELD. IF THE CONTRACTOR PERCEIVES A CONFLICT BETWEEN UTILITIES AND TRAFFIC SIGNAL EQUIPMENT WILL OCCUR THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER IMMEDIATELY SO THAT THE CONFLICT MAY BE RESOLVED.
- THE CONTRACTOR SHALL CONTACT THE ENGINEER 2 WEEKS PRIOR TO BEGINNING SIGNAL WORK TO ARRANGE FOR SHA SIGNAL INSPECTION.
- ALL TRAFFIC SIGNAL FOUNDATIONS SHALL BE INSTALLED AT THE FINAL SIDEWALK OR CURB GRADE FOR CLOSED SECTIONS, HIGHEST ROADWAY PROFILE GRADE FOR OPEN SECTIONS, TO MEET CLEARANCES AS SPECIFIED IN MD 816.03, MD 818.02, MD 818.04. THE CONTRACTOR SHALL VERIFY ULTIMATE GRADES PRIOR TO THE INSTALLATION OF ALL SIGNAL EQUIPMENT.
- SEE SIGNING AND PAVEMENT MARKING PLAN FOR PROPOSED GROUND MOUNTED SIGNS.

ULTIMATE

SHA

STATE OF MARYLAND
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
OFFICE OF TRAFFIC & SAFETY
TRAFFIC ENGINEERING DESIGN DIVISION

MD 24 AT SOUTHBOUND I-95 OFF-RAMP (RAMP J)
IMPROVEMENTS TO I-95 AND MD 24 INTERCHANGE
ABINGDON, MARYLAND

TRAFFIC SIGNAL PLAN

SCALE 1" = 20' DATE APRIL 2007 CONTRACT NO. KH-271-000-002(12)

DESIGNED BY A.M./S.D./A.G. COUNTY HARFORD
DRAWN BY M. RAFFLE LOGMILE
CHECKED BY K. RINKER TMS NO. H. 810
FAP NO. NONE TOD NO.

TS NO. DRAWING PSG OF P003 SHEET NO. 446 OF 597

PLOTTED: Wednesday, April 04, 2007 AT 10:27 AM
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